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THE MOVEMENT OF RURAL POPULATION IN ILLINOIS

The depopulation of agricultural New England as a result of its continuous exploitation by a dozen or more generations is familiar to all. But within the last decade there has developed a decrease in the agricultural population of the section of the United States which but a century ago was our western frontier—a decrease which cannot be attributed to the exhaustion of the fertility of the soil. This development presents many interesting problems, concerning both the explanation of this new situation and the probable future of the Middle West as an agricultural section. In this paper we shall discuss only one of these problems: namely, the movement of rural population—understanding by this term “rural population” two things:¹ first, farm population, and second, population of rural villages. In order to make this study concrete and at the same time general enough to show tendencies true of other communities similarly situated, we have chosen Illinois, recognized as one of the leading agricultural states, as the basis for our conclusions.

Within the last decade, the population of the state of Illinois has increased 16.9 per cent. During the same period, the urban population has increased almost twice as fast, or 30.4 per cent; while the rural population has increased but 0.3 per cent. Separating the latter into its two component parts, we find that the village population has increased 11.1 per cent and that the farm population has *decreased* over 7 per cent. It is with these two facts that we are concerned in this paper.

In the first place, the decrease in farm population is not limited to particular sections of the state, although it is more marked in the central and northern parts than in the southern. We ask first, then, to what forces is this decrease due? In view of the fact that the

¹ In order to avoid confusion of terms, by “farm population” will be understood only those people living on farms or in unincorporated places; by “village population,” those living in incorporated places of less than 2,500 people each; by “rural population,” a combination of these two; and by “urban population,” those people living in incorporated places of more than 2,500 each.

improved farm acreage in Illinois has increased rather than decreased during the decade, we cannot say that Illinois has reached the stage of abandoned farms and increasing pasturage. Although the number of acres devoted to the production of corn and oats does show a very slight decrease, the area devoted to wheat and barley has increased; while the land given over to the production of hay and forage has increased only 5,980 acres—an increase more than offset by the addition of 349,104 acres to the improved farm area of the state during the decade. Hence we must look elsewhere for the explanation of the decreasing farm population.

We are told that population is decreasing in these farm communities because families are becoming smaller. There is perhaps some evidence to support this claim. But if any decade of the last century has tended to show, so far as farm population in Illinois is concerned, that Malthus worried needlessly over the pressure of population on food supply, it surely has been the one just closed. On the other hand, we find, not only that the farm population as a whole is smaller now than it was in 1900, but also that the number of farms has decreased from 264,151 to 250,853—a decrease of 5 per cent. As we shall see later, it is the number of families, rather than the size of the family which has experienced the greater decrease.

Again, our friends the rural sociologists tell us that we must seek the explanation of this decrease of farm population in "the poverty of rural social life." We hear that the desire to experience the life and activities of the cities drives the youth from the farms. Yet is this more true of the last decade than of the preceding one? And if we were to accept this statement as a complete explanation, would it not seem probable that those sections of the state where farm life is duller and most monotonous would have witnessed the greatest exodus? Yet who that is familiar with farm communities in Illinois will say that rural life in the central and northern parts is more unbearable than in the southern part? In spite of the obvious denial here, the latter has experienced a smaller decrease in farm population than the other sections. On the other hand, no previous decade in the history of the state has witnessed such rapid strides in the direction of bringing the city to the farmer. After

our brief experience with rural free delivery, are we to deny that it tends to make farm life more tolerable and that it serves to check the desire of the youth to migrate to the excitement of the cities? Unless we do deny this obvious benefit we must recognize the influence of the fact that for over five years almost 90 per cent of the farmers of Illinois have been receiving their mail by rural free delivery. In addition to this we need only mention the development of the telephone, the more general utilization of the country meat and grocery wagon and the automobile, the extension of trolley lines, and the introduction of numerous other devices which are fast becoming a part of life on the farm, to show that instead of the farmer being continually made to feel the isolation of country life, he sees that he is being brought into closer and closer touch with urban life.

Without claiming to have exhausted the arguments which are brought forward to explain the decrease of farm population, but which seem to the writer to be at least but secondary explanations, we now come to what appears to be the most plausible or primary cause of the situation described. We have already indicated that while the improved farm acreage of Illinois has increased within the decade, the number of farms has decreased 5 per cent. This means that fewer farm laborers¹ are being used than formerly, because one man must now tend, not only what he tended a decade ago, but also a part of what his displaced neighbor used. This situation is made possible by several interacting forces, the chief of which is the introduction of more and more labor-saving machinery. This, of course, is not a fact hitherto unknown to the reader but its significance lies in the extent of the increase. For instance, the value of farm implements and machinery in Illinois in 1900 was \$44,977,310; by 1910 it had increased to \$73,724,074—an increase of 63.9 per cent. (The increase for the previous decade was but 30 per cent.) Allowing for a possible increase in the value of farm implements and machines (a concession which is not generally supported by the facts and which in no case exceeds 15 per cent), we still find that the

¹ By "farm laborers" here we mean not only the hired laborers, but the farm-owners who work their farms, their sons, the farm tenants—in short all who are employed in farm work.

number and size of these implements and machines have greatly increased. At the same time, we find an increase in the number of horses used on each farm unit. For example, the number of horses used to cultivate one hundred acres in 1900 was 4.4; while in 1910 the number used on the same one hundred acres was 4.8—an increase of over 9 per cent.

Then, too, the devices mentioned above which are helping to counteract the isolating tendencies of country life are serving another purpose as well; they are acting as great time- and labor-savers to the farmer. For example, it formerly took the farmer at least two days to gather his help for the threshing season. Now he telephones his neighbors the exact time when he expects their help and within the same half-hour he orders his butcher and grocer to deliver the needed extra supplies on the following morning. And even his threshing itself, thanks to more efficient management and machinery, has been reduced from weeks to days. Of course we do not mean to imply that all these changes have taken place within the last decade; but these and other improvements have been more widely introduced and have developed faster during the last ten years than in any previous period.

Here then lies the chief explanation for the decrease of farm population in Illinois. The introduction of more and more labor-saving implements and machinery, the substitution of horse-power, gasoline, or electricity for man-power—all point in one direction: the need for fewer farm laborers than formerly to care for a given-sized farm. Or, in other words, it points to the increase in the size of the farm which one man can tend. Since Illinois is still a state of relatively small farm-owners and tenants, this means not only a decrease in the number of individuals living on the farm, but also a decrease in the number of agricultural families. And this conclusion is supported by the figures given above.

Let us turn now to the second problem postulated at the beginning—namely, the relative decrease in the village population. We saw, not only that urban population in Illinois is increasing almost twice as fast as the total population of the state, but that the village population is not keeping pace with the total for the state. Yet this is not the significant fact that we wish to emphasize

here. While we find the farm population decreasing in practically all farm units of the state, we find an entirely different development in village population. As a group, the population of the villages of Illinois increased 11.1 per cent from 1900 to 1910. But of the 814 incorporated places having a population of less than 2,500 in 1900, only 56 per cent show any increase in numbers during the ten years; the other 44 per cent have absolutely diminished in size during the period. Here then we evidently have a different problem from that concerned with the decrease of farm population.

In order to explain this situation, we must first understand the composition of these villages and their *raison d'être*. Of course some of them do a little manufacturing, a little mining, or in other ways perhaps a few of them may be classed as industrial centers. But if the manufacturing or the mining is extensive enough to place the village in the industrial class, it is more than likely that it will no longer be considered as a village but will advance to the "more than 2,500 population" stage. Hence we may consider the small villages as essentially agricultural centers. Of such, the population may be divided roughly into two classes: first, farm laborers who live in the villages but depend upon the busy seasons of the surrounding agricultural communities for their livelihood; and second, merchants, mechanics, and professional men whose patronage is drawn quite largely from these same farm communities. In considering the first of these two groups, we can readily see that the forces we have described above which are making fewer farm laborers necessary than formerly must in the same manner tend to bring about a decrease in the size of these villages. To a smaller degree, perhaps, the same tendency would affect the second class of village dwellers. Yet this cannot be accepted as a complete explanation of the movements under consideration. If such were the case, it would seem that the increase or decrease in the size of these villages ought to be coincident with that of the contiguous farm community. But we have noted that while there is a general decrease in farm population, 56 per cent of the villages have increased in size and 44 per cent have decreased.

We have given "machinery," interpreted broadly, as the keynote for the explanation of the decrease of farm population. Inter-

preted in a similar manner, we may give "transportation" as the keynote for the explanation of the movement in rural population. At the risk of repetition, we shall restate a few conclusions already reached. Thanks to rural delivery, the farmer is no longer required to make his daily, semiweekly, or weekly trips to town for his mail. The country delivery wagon is beginning to bring the butcher-shop and grocery to his door. Either by rural delivery or by telephone he is able to get daily price reports and may thus take advantage of favorable opportunities to buy or sell live stock or produce without taking the time to make a trip to the near-by village. In these and other ways the farmer seems to be divorcing himself from dependence on the village. Yet he must still deliver his crops and his stock to the railway station (even here his private switch yard to the interurban trolley which runs past his door is a factor to be reckoned with in the future though it is not general enough to be given much consideration now), he still meets his friends in the village, and he still depends in a large measure upon the village for intellectual and spiritual satisfaction. Added to these, a number of new bonds have recently appeared to attach him more and more to the village. For instance, he now hauls his winter's fuel and supply of fence-building material from the railway station where formerly his own timber land furnished him both of these. However, of the considerations which tie him to the village, the movement of crops and stock is most important.

We have already indicated the introduction of more efficient farm machinery. In rural transportation we find like improvements. The farmer is now equipped to haul sixty-five bushels of corn where formerly his wagon, harness, and horses were such as to make fifty-five bushels a good load. To make these added ten bushels possible, the roads must have received attention. As those readers who have had experience with Illinois roads during wet and dry periods are aware, eight miles in the latter may be shorter than five miles in the former. According to the same principle, eight miles on an improved road, even during the wet season, may be shorter than five miles on an unimproved road at the same season. Of course the farmers themselves have long since recognized this fact; but their almost utter despair of ever being able to macadamize

a road that runs hub-deep after a heavy rain has tended to make them resigned to a fate which they have considered inevitable. It has been only within the past ten years that they have really begun to study the question and to look for other solutions for their road-making problem. And even then the impetus has come largely from without.

The first rural mail route to be established in Illinois was located at Auburn on April 1, 1897. By November 1, 1899, the number of routes in the state had increased to six. Within the next six months, 243 were added. The development during the succeeding five years was very rapid, so that by December 1, 1905, Illinois had 2,577 rural routes. In considering the petition of a group of farmers for the establishment of a rural route, the special agent of the Post-office Department inspects the proposed route, noting especially the character and condition of the roads to be traveled. He impresses upon the persons interested the necessity of making the roads passable both winter and summer, and the probability of having the route abandoned if these regulations are not lived up to. Inspectors then make periodic trips over these rural routes and specify the parts of the road which must be repaired. Or the condition of the roads may be ascertained from the questionnaire periodically sent to the local postmasters. If either investigation shows that the condition of the roads is unsatisfactory, the road supervisor receives a letter from the Post-office Department which reads as follows:

DEAR SIR:

An investigation by this office discloses the fact that the roads traveled by the rural carrier from ——— post-office are not being attended to as post-roads should be; they are in bad condition. The postmaster at ——— has this day been notified to inform the patrons of route ——— that the lack of care given to the roads covered by it will, if continued, endanger the permanency of the service there. . . .

Such a notice has usually been effective in producing the desired results.

The realization by the farmers of Illinois of the fact that in order to secure and keep rural routes they must improve the roads over which these routes extend, coupled with the growing demand

by the owners of motor vehicles for better routes of travel, brought about the passage of a law in the Illinois legislature in 1903 which provided for a good-roads commission

to investigate the various problems of road-building in Illinois, such as the best and most economical native materials, the best system of road-drainage, the best and most practical methods by which the burden of costs may be equitably distributed among all the people, such as federal, state, and county aid, convict labor, etc. The results of the investigations and studies of the commission shall be accompanied by the form of a bill to amend the present road laws of the state, so as to conform to the present advanced thought and requirements on the subject of road-building.

The results of this investigation are not important here. The provisions of this law are quoted to show that the demand for such a statute was present.

Then, too, the road drag in its manifold forms is coming more and more into use by the farmers of Illinois, either as a means of gratifying their own desires for better roads, as a means of paying poll-tax, or as a source of income.¹ To those who are not familiar with the work of the road drag, the following quotation, taken from a letter written by the secretary of a commercial club in one of these Illinois villages, will serve to show the effect of its use. The road here described is a typical Illinois highway. The letter reads:

The first thing that Mr. X did was to take the road grader and cut off the high center of weeds and sod. Then he followed this with the harrow, finishing with a steel drag. This road was dragged after each rain, and all pockets and ruts were filled. . . . During the twelve months this road was under Mr. X's supervision all automobiles could run its entire length within twelve hours after the heaviest rains without encountering any mud. . . . This road is like a race track the year through. The body of the road is so hard that it would be difficult to dig it up with a coal pick.

Even allowing for possible exaggeration, due to the enthusiasm of the writer, we are justified in concluding that the use of the drag has been a great boon to those using this road. Obviously, the farmer is not equally interested in the upkeep of all roads over

¹ In 1907 a law was passed providing that farmers should be paid \$1.00 per mile for dragging the roads during the months of December, January, and February, and \$.75 per mile during the other months. The law also provided penalties for throwing weeds or other vegetable matter on the dragged roads and for driving over such roads before they had become partially dried or frozen.

which he may at any time wish to travel, so that he will not desire to incur the expense of keeping all of them in condition. Instead, he will give more time and attention to those roads used by his rural carrier and those most used by himself.

The result of these tendencies which are bringing about better transportation for the farmer is that with the same expenditure of time and effort he can exercise a choice, within limits of, say, eight miles, in selecting the village which he wishes to patronize, whereas before it would not have been profitable for him to have traveled more than six miles perhaps. In fact, as the following table will show, there is a direct relationship between the increase or decrease in the size of the villages of Illinois and the number of rural routes centered in them.¹ It must be kept in mind here that this relationship is not due primarily to the direct results of the introduction of the system of rural free delivery, but rather to the indirectly resulting road improvement described above and to the other improvements in rural transportation which the decade has witnessed.

In working out this relationship, we have compared the growth or decline of the population of the village in question with the growth or decline of the rural population² of the county of which the village is a part, and have arranged in a table the results according to the number of rural routes centered in the villages. A glance at this table (p. 922), especially columns II and III, will serve to make clear the relationship indicated above.

The question which doubtless arises in the mind of the reader is: If this movement continues, what is to become of the villages having

¹ We have considered here only those rural routes established previous to December 1, 1905, in order that we might show more clearly their effect on the growth of these villages.

² If we had compared farm population instead, the results would have been even more convincing than they are. In making these comparisons it was possible to deal only with incorporated villages. From the writer's acquaintance with various parts of Illinois, it is quite evident that if similar data were available for the hundreds of small unincorporated settlements, a comparison of this sort would show even more striking results, both in Table I and in the two succeeding tables, than it is possible to bring out here. However, it is tendencies which the writer wishes to show, and this table serves the purpose well. For obvious reasons, we have left out of consideration the villages in the few counties influenced by Chicago and the few at the extreme southern end of the state.

TABLE I
CHANGES IN RELATIVE POPULATION, DURING THE INTERCENSAL DECADE 1900-1910, OF ILLINOIS VILLAGES CLASSIFIED ACCORDING TO
THE NUMBER OF RURAL ROUTES CENTERED IN EACH VILLAGE

I NUMBER OF RURAL ROUTES CENTERED IN EACH VILLAGE	VILLAGES SHOWING A RELATIVE INCREASE OF POPULATION OF OVER 10 PER CENT DURING THE DECADE		VILLAGES SHOWING DURING THE DECADE A RELATIVE INCREASE, BUT OF LESS THAN 10 PER CENT		TOTAL OF VILLAGES SHOWING ANY RELATIVE INCREASE DURING THE DECADE		VILLAGES SHOWING DURING THE DECADE A RELATIVE DECREASE, BUT OF LESS THAN 10 PER CENT		VILLAGES SHOWING A RELATIVE DECREASE OF MORE THAN 10 PER CENT DURING THE DECADE		TOTAL OF VILLAGES SHOWING ANY RELATIVE DECREASE DURING THE DECADE	
	II Number	III Percentage of All Villages of the Specified Rural- Route Class	IV Number	V Percentage of All Villages of the Specified Rural- Route Class	VI Number. (Sum of Columns II and IV)	VII Percentage of All Villages of the Specified Rural- Route Class. (Sum of Columns III and V)	VIII Number	IX Percentage of All Villages of the Specified Rural- Route Class	X Number	XI Percentage of All Villages of the Specified Rural- Route Class	XII Number. (Sum of Columns VIII and X)	XIII Percentage of All Villages of the Specified Rural- Route Class. (Sum of Columns IX and XI)
0	18	21	9	11	27	32	18	21	41	47	59	68
1	42	37	23	21	65	58	28	25	19	18	47	43
2	63	38	53	32	116	70	32	19	17	11	49	30
3	53	40	44	34	97	74	29	22	5	4	34	26
4	24	41	16	28	40	60	15	26	3	5	18	31
5	18	51	12	34	30	85	4	12	1	3	5	15
6	12	52	7	30	19	82	2	9	2	0	4	18
7	3	60	2	40	5	100	..	..	..	..	..	..
8	4	100	..	..	4	100	..	..	..	..	..	..
10	1	100	..	..	1	100	..	..	..	..	..	..

no rural routes centered in them? In the opinion of the writer, many parts of Illinois have too many agricultural villages, at least for the present system of extensive agriculture. Many of them sprang up forty or more years ago, at a time when farmers could not travel far for supplies or to market their produce and live stock. At the present time many of these villages have ceased to be needed. With our recent appeals for efficiency in every line of activity, shall we not demand that the superfluous villages shall disappear in order that their more favored competitors may rise to even greater efficiency than they now possess? Some of us may be repelled at the thought that the village of our boyhood should ever, even in the remote future, be graced with cornfields in its streets and potato patches in its front yards. But whether we like it or not, this process of elimination is actually going on.

In support of this statement, the following evidence is offered. Already over seven hundred fourth-class post-offices in Illinois have been discontinued on account of rural free delivery—their patrons being served by the rural carriers from the neighboring villages. Of course this does not mean that over seven hundred villages of any considerable size have been deprived of their post-office; for many of these fourth-class post-offices did not have enough people clustered around them to deserve the name of village. Yet the petitions which have appeared against the discontinuance of some of them show that at least a portion of them did have what we may call a village population. Furthermore, we are again able to show a direct relationship by a comparison of census statistics.

Table II is compiled on a basis similar to that of Table I, and shows the relationship between the relative growth of villages displacing fourth-class post-offices and the number of fourth-class post-offices displaced by them.¹ By comparing Table II with Table I, we find the increase in the former greater than in the latter, from which we infer that the villages tabulated in the former possess a source of increase not possessed by those tabulated in the latter. In other words, the writer concludes that this additional in-

¹ This includes only about 63 per cent of the post-offices displaced, as the other 37 per cent were displaced by urban centers or by unincorporated places of which we have no data. Here again, however, we aim only to show tendencies.

TABLE II
CHANGES IN RELATIVE POPULATION, DURING THE INTERCENSAL DECADE 1900-1910, OF ILLINOIS VILLAGES CLASSIFIED ACCORDING TO
THE NUMBER OF FOURTH-CLASS POST-OFFICES DISPLACED BY EACH VILLAGE

I Number of Fourth-Class Post- Offices Displaced by Each Village	VILLAGES SHOWING A RELATIVE INCREASE OF POPULATION OF OVER 10 PER CENT DURING THE DECADE		VILLAGES SHOWING DURING THE DECADE A RELATIVE INCREASE, BUT OF LESS THAN 10 PER CENT		TOTAL OF VILLAGES SHOWING ANY RELATIVE INCREASE DURING THE DECADE		VILLAGES SHOWING DURING THE DECADE A RELATIVE DECREASE, BUT OF LESS THAN 10 PER CENT		VILLAGES SHOWING A RELATIVE DECREASE OF MORE THAN 10 PER CENT DURING THE DECADE		TOTAL OF VILLAGES SHOWING ANY RELATIVE DECREASE DURING THE DECADE	
	II Number	III Percentage of All Specified Class	IV Number	V Percentage of All Specified Class	VI Number (Sum of Columns II and IV)	VII Percentage of All Specified Class. (Sum of Columns III and V)	VIII Number	IX Percentage of All Specified Class	X Number	XI Percentage of All Specified Class	XII Number. (Sum of Columns VIII and X)	XIII Percentage of All Villages of the Specified Class. (Sum of Columns IX and XI)
1.....	76	49	46	28	122	77	20	12	19	17	39	23
2.....	33	50	16	25	49	75	11	19	9	6	17	25
3.....	6	40	7	47	13	87	1	6	1	6	2	13
4.....	8	72	1	9	9	81	2	18	..	..	2	18
5.....	3	60	2	40	5	100	..	..	..	..	..	..
6.....	3	75	1	25	4	100	..	..	..	..	..	..
8.....	1	100	..	..	1	100	..	..	..	..	..	..

crement, as applied to the whole state, is due to the operation of the following forces which personal observation in certain sections of the state has shown to be at work. First, wherever a fourth-class post-office has been discontinued, the farmers cease to visit the village in which such a post-office had been located, if it is at all possible for them to travel to another village having a greater variety of wares from which to select their purchases and having better facilities for marketing their agricultural produce (i.e., the daily or semiweekly trip to the post-office has in the past served as a bond attaching the farmer to the village in which his post-office was located; with the discontinuance of the post-office, the attachment is broken). Second, since the inhabitants of such villages generally depend either directly or indirectly upon the farmers for their livelihood, the abandonment of the village by the farmers will mean that the villagers must seek work and homes elsewhere. Some of them at least will go to the villages whose rural routes have been the indirect cause of the disappearance of their own settlement. Since Table II shows a greater increase than Table I, we have statistical confirmation of these conclusions.

However, it must be recognized that the comparison of these two tables assumes that the number of fourth-class post-offices displaced corresponds with the number of rural routes centered in the displacing villages—an assumption that is not uniformly valid, though the writer thinks it is sufficiently valid to warrant the above conclusions. Fortunately, however, we are not forced to rely upon this comparison to convince the skeptical reader of the truth of our conclusions, but we are able to give an even more convincing comparison. It will be remembered that of all the incorporated places of less than 2,500 inhabitants in Illinois in 1900, only 56 per cent show an absolute increase in population in 1910. In Table III we have shown the relationship between the absolute increase or decrease in population of villages from which emanate rural routes displacing fourth-class post-offices, and the number of such post-offices displaced. From this we find an absolute increase in 64 per cent of the villages displacing fourth-class post-offices, as compared with the increase in 56 per cent of all the villages in the state.

TABLE III
CHANGES IN ABSOLUTE POPULATION, DURING THE INTERCENSAL DECADE 1900-1910, OF ILLINOIS VILLAGES CLASSIFIED ACCORDING TO THE NUMBER OF FOURTH-CLASS POST-OFFICES DISPLACED BY EACH VILLAGE

I NUMBER OF FOURTH-CLASS POST-OFFICES DISPLACED BY EACH VILLAGE	VILLAGES SHOWING AN ABSOLUTE INCREASE OF POPULATION OF OVER 10 PER CENT DURING THE DECADE		VILLAGES SHOWING AN ABSOLUTE INCREASE, BUT OF LESS THAN 10 PER CENT		TOTAL OF VILLAGES SHOWING ANY ABSOLUTE INCREASE DURING THE DECADE		VILLAGES SHOWING AN ABSOLUTE DECREASE, BUT OF LESS THAN 10 PER CENT		VILLAGES SHOWING AN ABSOLUTE DECREASE OF MORE THAN 10 PER CENT DURING THE DECADE		TOTAL OF VILLAGES SHOWING ANY ABSOLUTE DECREASE DURING THE DECADE	
	II Number	III Percentage of All Villages of the Specified Class	IV Number	V Percentage of All Villages of the Specified Class	VI Number. (Sum of Columns II and IV)	VII Percentage of All Villages of the Specified Class. (Sum of Columns III and V)	VIII Number	IX Percentage of All Villages of the Specified Class	X Number	XI Percentage of All Villages of the Specified Class	XII Number. (Sum of Columns VIII and X)	XIII Percentage of All Villages of the Specified Class. (Sum of Columns IX and XI)
1....	59	36	43	27	102	63	37	23	23	14	60	37
2....	27	41	13	21	40	62	17	25	9	13	26	38
3....	3	20	7	47	10	67	4	26	1	6	5	33
4....	6	55	3	27	9	82	1	6	1	9	2	18
5....	3	60	1	20	4	80	1	20	..	..	1	20
6....	2	50	1	25	3	75	1	25	..	..	1	25
8....	1	100	..	..	1	100	..	..	..	..	..	..
Total	..	..	..	..	169	64	..	..	..	..	95	36

As to the immediate future of both farm and village population in Illinois, we can do little more than conjecture. To be sure there are forces at work from which we may draw certain deductions as to the future, but the problem is too complicated to be discussed here. Suffice it to say that, in the opinion of the writer, the present decrease of farm population in Illinois is not likely to continue for long; rather a reaction is looked for, perhaps within the next decade. On the other hand, the present development in village population seems likely to be more sharply defined a generation or two hence than now.

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